



Aerial view of V-shaped terminal with runways and taxiways in background.



Radar tower.



In the control tower.

Facts and Figures The Ottawa Airport terminal was designed by Gilleland and Strutt, Architects, Ottawa, and built by Perini Ltd. under the supervision of the Department of Transport. The \$5,000,000 structure was opened in 1960 by Prime Minister John Diefenbaker.

Windows in the main waiting room are 26 feet high. Covered walks leading from the gates to the aircraft parking apron are heated in winter to melt ice and snow and provide safe footing.

Ottawa Airport is served by Eastern Airlines, TransAir and Air Canada, and is a base of operation for Canadian Aero Services, Laurentian Air Services, the Ottawa Flying Club, Personal Plane Services, Spartan Air Services and Surair.

Total number of take-offs and landings at Ottawa Airport (not including "simulated approaches" such as those used in flying lessons) exceeds 150,000 a year.

Weathermen at the airport receive an average of 250 requests daily for meteorological information. Callers range from senior government officials whose plans depend on weather conditions to equally weather-conscious small boys worrying about possible rain during a Little League play-off game.

Access road to the terminal passes under one of the aircraft taxi strips.

Radio transmitter building houses, among other things, the transmitters used for the Dominion Observatory time signals and "talking clock".

A D.O.T. hangar, opened in 1961, houses all maintenance and storage facilities under one roof.

Ottawa Airport has four runways. All are 200 feet wide and asphalt-paved. The longest is 10,000 feet.

Behind the Scenes Ottawa Airport has come a long way from the time when the Hunt Club Field (as it was called in the '20's) was just a grass strip and a wind sock.

Today, 326 Department of Transport specialists and millions of dollars worth of electronic devices are needed to operate it.

Of all the sights at any modern airport, the glass control tower is the most familiar. It houses the air traffic controllers who regulate air traffic in the immediate vicinity of the airport and on the ground.

There are also controllers in the dimly-lit radar room below the tower, who may guide aircraft from as far away as 100 miles to a safe landing. Some 40 people are engaged in providing air traffic control service around the clock at Ottawa.

There are two weather offices at the airport: the meteorological observing station in the terminal and the forecast office located at nearby RCAF Station Uplands.

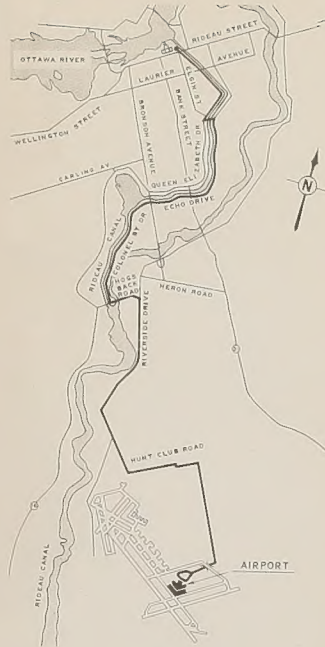
The forecast office is designed primarily to serve military requirements. At the observing station, where a continuous record of local weather is maintained, weather reports and forecasts compiled at other meteorological centres are provided to the public and aviation interests.

An equally important role at Ottawa Airport is played by some 40 of the department's telecommunications experts. They install, maintain and, in some cases, also operate, the complex electronic devices necessary to jet-age aviation.

These include radio to establish air-ground communications, and such navigational aids as a radio range, a VOR (very high frequency omnidirectional range) system, radio beacons, airport and airways surveillance radar and an ILS (instrument landing system).

There is also a teletype relay centre, and a bank of tape recorders monitoring all conversation between air traffic controllers and pilots.

How to Get There



Ottawa Airport lies south of the city and several good routes lead to it. The best in all respects is the one followed by the airport limousines. It is sketched above.

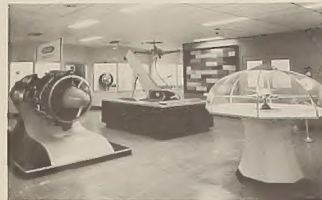
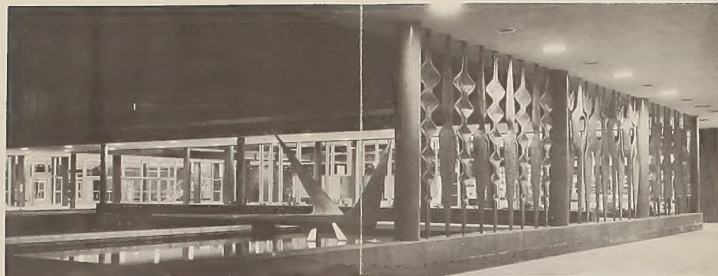
Limousines leave the Chateau Laurier, Lord Elgin and Beacon Arms hotels 50 minutes before flight time. Call hotels or airlines to find out exact times.



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Aviation Museum National Aviation Museum (above) is a permanent exhibition of value even to those only casually interested in flight. Exhibits are seen in two sections of the terminal—full-scale aircraft are displayed in the annex at

the main entrance while the museum proper is located in the east wing on the second floor. Here the visitor sees relics of some of Canada's pioneers of flight, engines, aircraft models, aviation paintings and photographs and other displays. Some exhibits have recorded commentaries in French and English, while others can be operated by the visitor.

Special feature is novel children's museum where aerodynamics, hydraulics and other physics lessons are demonstrated in displays that children can operate themselves. There is also a miniature airport with aircraft models they may play with.

Museum, administered by Department of Northern Affairs and National Resources, is open year-round from 9:30 a.m. to 9:00 p.m. on weekdays and from 12:00 noon to 9:00 p.m., Saturdays, Sundays and holidays.

Air Services School Unique Department of Transport air services school (right, not open to visitors) trains radio operators, air traffic controllers, meteorological technicians and similar groups. Students include new recruits as well as departmental experts being brought up to date on latest developments.



Observation Decks Flight arrivals and departures may be observed from raised spectator decks (above) jutting out onto ramp. Aircraft seen regularly at Ottawa airport range from helicopters to jet fighters, from two-seater private planes to giant, 108-passenger Vanguards. Admission to decks is 10¢.

Shape of Flight Flanking main entrance to building are twin pools reflecting bird-like sculptures of aluminum plate, and cast aluminum screens consisting of six different abstract forms (top right). Birds and screens were designed by Montreal sculptor Louis Archambault and have been recognized as excellent examples of architectural sculpture.

Main Lobby Main waiting room (right) has floor-to-ceiling windows of solar grey glass, designed to reduce heat and glare from sun. Walls are beige marble, floor is beige terrazzo. Free-standing columns throughout building are red granite. Mezzanine overlooks waiting area from three sides.



Rampside of terminal.



Ticketing concourse.